

CLAIMS

1. A travel control device for a hydraulically driven vehicle, comprising:

5 a hydraulic pump driven by a prime mover;

a traveling motor driven with pressure oil delivered from the hydraulic pump;

a control valve for traveling that controls a flow rate of the pressure oil delivered from the hydraulic pump to the
10 traveling motor;

a counterbalance valve switched in response to a motor load pressure supplied via the control valve, that generates a braking pressure at a conduit disposed on a return side of the traveling motor as the load pressure becomes lower;

15 an overspeed detection means for detecting an overspeed state in the traveling motor; and

a motor overspeed inhibiting means for inhibiting rotation of the traveling motor if the overspeed detection means detects an overspeed state in the traveling motor until
20 a braking pressure is generated through a switchover at the counterbalance valve and the traveling motor is no longer in the overspeed state.

2. A travel control device for a hydraulically driven
25 vehicle according to claim 1, further comprising:

a rotation speed detection means for detecting a rotation speed of the traveling motor, wherein:

the overspeed detection means detects the overspeed state when the motor rotation speed detected by the rotation

5 speed detection means is equal to or greater than a predetermined value.

3. A travel control device for a hydraulically driven vehicle according to claim 1, further comprising:

10 an acceleration detection means for detecting an acceleration of the traveling motor, wherein:

the overspeed detection means detects the overspeed state when the motor speed is equal to or higher than a

specific level and the motor acceleration detected by the
15 acceleration detection means is equal to or greater than a predetermined value.

4. A travel control device for a hydraulically driven vehicle according to claim 2 or claim 3, wherein:

20 the motor overspeed inhibiting means is a prime mover rotation speed reducing means for reducing a rotation speed of the prime mover to a greater extent when the detected motor rotation speed or motor acceleration is at a higher level.

25 5. A travel control device for a hydraulically driven

vehicle according to claim 2 or claim 3, wherein:

the hydraulic pump is a variable displacement
hydraulic pump; and

the motor overspeed inhibiting means is a pump
5 displacement angle reducing means for reducing a
displacement angle of the hydraulic pump to a greater extent
when the detected motor rotation speed or motor acceleration
is at a higher level.

10 6. A hydraulically driven vehicle that comprises a drive
control device according to any of claims 1 through 5.